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8.30 a.m. to 9.00 a.m. ... Every 10 minutes.

9.00 a.m. to 9.30 a.m. ... Every 10 minutes.

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7.00 p.m. to 7.30 p.m. ... Every 10 minutes.

NIGHT CARS.

8.45 p.m. to 9.15 p.m. ... Every 1 hour.

SUNDAYS.

8.00 a.m. to 8.30 a.m. ... Every 10 minutes.

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NIGHT CARS.

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[a33]

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SOLE AGENTS, HONGKONG AND CHINA.

Hongkong, 11th March, 1903.

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Less old than the above.

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THE "PALL MALL,"

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11 Years old the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY.

\$11.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS

C. P. & Co.'s INVALIDS' PORT

\$22 PER DOZ.

This fine Wine is old, soft, and of grand flavour

See analysis and certificate by Professor Cassall.

DOURO PORT.

\$15.75 PER DOZ.

A fine, full, and fruity wine.

AMOROSO SHERRY,

\$22 PER DOZ.

LA TORRE SHERRY,

\$18.50 PER DOZ.

A natural and most pleasant wine to the taste.

BENEDICTINE LIQUEUR—

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\$43.75 PER DOZ. QUARTS.

\$45.50 PER 2 DOZ. PINTS.

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PIGSKIN SADDLES FROM 6 TO 12 LBS.

RACING SADDLES 3½ LBS.

POLO SADDLES 7 LB.

NUMNAHS AND WEIGHT CLOTHS.

BRIDLES, GIRTHS, SPURS, BITS.

STIRRUP IRONS AND LEATHERS

RIDING WHIPS, &c.

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AS CHEAP AS GAS!

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DENT'S WALKING AND DRIVING GLOVES,
DRESSING GOWNS, TRAVELLING RUGS,
WARM UNDERCLOTHING, &c., &c.

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THAT MONEY CAN BUY:

WATKINS' BALSAMIC COUGH LINCTUS.

EMULSION OF COD LIVER OIL.

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Hongkong, 25th February, 1903.

[a644]

HONGKONG CLUB.

NOTICE.

THE THIRD HALF-YEARLY

DRAWING OF SIXTY-FIVE

DEBENTURES of the Hongkong Club,

payable on TUESDAY, the 31st MARCH,

1903, will be drawn at the HONGKONG

CLUB HOUSE, at 11 O'CLOCK A.M., on

THURSDAY, the 19th MARCH 1903.

Bearers of Debentures are invited to attend

the Drawing.

By Order, C. H. GRACE,

Secretary.

Hongkong, 11th March 1903.

[a308]

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A. S. WATSON & CO.
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THE HONGKONG DISPENSARY.

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Our communications relating to the news columns should be addressed to the Editor.
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All letters for publication should be written on one side of the paper only.
No anonymous signed communications that have a ready appearance in other papers will be inserted.
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T. Loughlin, Address: Press, Codes: A.B.C. 5th Ed.
Loughlin's
P.O. Box, 53, Telephone No. 12

The Daily Press.

HONGKONG OFFICE: 14, DES VUEUX ROAD, CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 13th March, 1903.

It is disappointing to gather from the reports coming from Somaliland that the War Office has failed to profit by the experience gained in the South African campaign. We are getting the old story of lack of foresight and mismanagement repeated. The initiation of the Somali campaign was distinguished, like the campaign in the south, by failure to grasp the true dimensions of the task, and now that this error has been acknowledged by large additions to the original force, the complaint comes from Somaliland, as it came from South Africa, that the force is not sufficiently mobile. We quoted yesterday a despatch to the effect that owing to an inadequate supply of camels the advance of the force had been greatly hampered and stores have had to be abandoned at Obbin, and Reuters' despatch of yesterday afforded some proof of the superior mobility of the Mullah's troops. Recent information shows that the War Office has been persuaded that while the infantry will be of great service in holding posts and securing lines of communication, it is essential if the campaign is to be brought to a speedy termination that there should be a large increase of mounted troops able to pursue and capture the retreating enemy. Consequently large purchases of camels are now being made, and after the "Remount Enquiry" revelations it is not surprising to find that considerable interest is being taken in the means employed by the War Office to procure these animals. We have the same story again. The War Office has failed to employ the best talent at their disposal. "Officers were detailed to act as 'purchasers who possessed little or no 'previous experience of the camel to guide 'their selection.' In consequence there was 'a considerable waste of money upon

"immature animals which could not be in 'a fit condition for the work of the campaign for perhaps a year or two.' No one needs to be reminded that under Lord Kitchener's skilful direction the Egyptian forces possessed one of the finest collections of riding camels in the world, and there is very natural surprise that the services of the men who were trained in this feature of desert warfare by Kitchener have not been requisitioned for the present occasion. The importance of this work being entrusted to experts scarcely needs insisting upon, for the camel is in many respects stated to be a delicate animal, and in every campaign in which he has been employed untold numbers have fallen victims to the absence or impossibility of the close attention he so constantly requires. While the finest camel corps in the world is at the service of the War Office it does seem extraordinarily imprudent that any risk of prestige should be taken in a campaign the results of which are likely to prove of considerable political importance.

H.M.S. *Argonaut* left yesterday for practice and the U.S. transport *Nanshan* arrived from Manila.

The British steamer *Telemachus*, which arrived from Saigon yesterday, reports passing the *Sabine* wreckers off Varella, attending a wreck.

The military authorities notify that gun practice will be carried out at West Battery, Stonecutters Island, on 16th inst., in a south-westerly direction, commencing about 9.30 a.m.

The weather report issued by the Observatory yesterday makes mention of a moderate monsoon in the Formosa Channel and light variable winds over the north part of the China Sea.

As a contribution to the Currency Question, a correspondent in a Singapore contemporary observes:—"White is a sign of mourning amongst the Chinese; silver is white. It is therefore surprising that some of them have an undying predilection for it."

The statement that the Russo-Chinese Bank has been commissioned to place a loan of 40,000,000 francs in Paris for the extension of its operations is semi-officially denied. What, of course, has got confused is the loan for the Chengting-Taiwan railway, the contract for which was signed by the bank at Shanghai, and is for the sum stated.

By kind permission of Major Radcliff and Officers, the band of the 33rd Burma Infantry will play the following programme during dinner at the King Edward Hotel, to-day:—

March "The Sailor's Life" Wilson
Entr'acte "La Loterie de Monaco" Arr. by Godfrey
Selection "Reminiscences of the Plantation,"
Chamber
Dance "Hungarian" Mullen
Selection "The Toreador" Carl & Monckton
Valse "Down the Vale" Ernest Allan
Extra
Gavotte "Masquerade" Paul Zahn

The old *Monocacy*, for more than thirty-five years stationed in China waters, is at last to be sold. If we could so express it, says the *L. & C. Express*, we should say she was one of the landmarks of the Far East. The disappearance of the vessel calls to mind a picture of Wigram's in the *Japan Punch* of some twenty-five years ago. Both the *Monocacy* and *Ashcroft* were in Yokohama harbour, and he drew a picture of the two double enders which he entitled a "general view of the Uncle Sam navy in Japanese waters." To this was added a soliloquy:—"Cesar and Pompey berry much alike; specially Pompey."

The *Arratoon* *Apar* is again in charge of her old commander, Captain Fey. For some months past it has been currently reported throughout the Indian and Far Eastern ports, remarks the *Strait Times*, that this popular skipper had retired—like Captain Kettle—to life on a farm. His reappearance with his old command has dispelled this idea, to the great satisfaction of his many friends between Calcutta and Yokohama. As a matter of fact he has only become a rancher by proxy. Mrs. Fey, who has travelled with him so long out here, is now residing with her family on a ranch near Calgary in Western Canada, where he was visiting at the time he was getting over the attack of sprue that at one time threatened to remove him permanently from among the number of right good skippers that command ships in these Eastern seas.

The Bombay Port Trust has prepared a scheme, subject to sanction by the Government, for constructing a great new dock with a water area of close upon fifty acres. The site will be between the Ballard Pier and the present docks. The dock will have a depth on the sill of 33 1/2 feet at high water ordinary neap tides. The entrance will be through gates convertible into a lock 600 feet long. There will be a dry dock from 800 to 850 feet in length. The scheme includes a deep water dockhead pier, 1,250 feet long, where the mail steamers will be able to moor, and passengers will be able to step into the railway train. Ballard Pier will be trebled in length and connected with the dockhead pier, and the water space inside the angle of the two piers will be reclaimed, and used as sites for a multi-oil installation. The cost of the scheme, exclusive of a railway to the dockhead pier, is roughly estimated at three crores of rupees. It is expected that it will be carried out without any additional charges upon the trade of the port.

The N.Y.K. steamer *Hitchi Maru* brought out from London gold bars of the value of £150,000 for the Far East.

The Tar has instructed M. Witte, Minister of Finance, to re-arrange the Customs régime in the Russian dominions in the Far East.

The Singapore *Free Press* mentions that it is understood the Russian Squadron at present visiting the Persian Gulf will coal at Palowah and then go direct to Hongkong, not visiting Singapore at all.

An action for divorce was being tried in the High Court when the last London mails left, in which Mr. Frederick Montague Gratton, who had been some time in China, was a co-respondent. The case was not concluded when the mail left.

Mr. A. P. Adams, late of Messrs. Mansfield and Co., Singapore, has severed his connection with the port where he has resided for a quarter of a century. He left for home by the last P. & O. mail. Mr. Adams was secretary of the Sporting Club and Clerk of the Course.

The criminal action brought by Mr. McDougall, District Superintendent of Police at Rangoon, for libel against the *Ross*, *Morrow* and *Snyder*, Baptist Missionaries, for defamation, has resulted in the former being fined Rs. 25 or 30 days imprisonment and the latter Rs. 100 or 30 days imprisonment.

The *Depeche Coloniale*, the organ of the French Colonial Party, in an article on Franco-Siamese matters, declares that the King of Siam a short time ago said:—"I know that I shall be one day eaten with English or French sauce. The latter is too tasteless; I prefer the English sauce, mixed with the famous Japanese sauce."

Fourteen Malays were picked up in a half-starved condition in a sloop on the Ponang coast by the B.I.S.N. steamer *Miris*. From what could be gathered from the men, whose language was not quite understood, they had been drifting about from the time their sloop had foundered until they were picked up by the *Miris*.

Count von Bülow, the German Imperial Chancellor, in a recent debate in the Reichstag on German policy, denied that he had ever trod the paths of adventure, and added:—"We have come out of the China affair with full honours, with undiminished strength, and with complete recognition of the equality of our commercial rights as against other States."

The advance in the price of silver in the face of a fixity which is being advocated in the Straits, the Philippines and China induces a Singapore writer to suggest that possibly the action of the American President to prop up silver is stimulating bull operations. Therefore he says:—"Let us take advantage of it and fix the highest possible ratio in the meanwhile." After that the bulls and bears will have no terror for us."

The French Mint has recently completed the striking of the China medal. It is in silver, having on one side a young woman representing the Republic, and on the reverse two cannons, an anchor, and a flag, with a Chinese pagoda in the distance. Below is the word "China" with 1903-1904 on either side. The medal is hung from a clasp formed of two dragons, with ribbon of yellow and green vertical stripes. A bar half way up the ribbon has on it "1903-1904-1901."

The new American Pacific Cable is to be the means of a better telegraphic traffic between Europe and the countries of the Far East and South-East. Menado, in Celebes, is to be joined with the new American cable, which comes from the west coast of North America via Palau to the Philippines. With that cable also a connection with Shanghai is projected. The rapid development of German interests in the western part of the Pacific demands also the development of cable communications, especially as at present a part of Germany's possessions in the South Sea is still without regular steamer traffic. Only Kiaochau has been joined with the large world's cable network, and from Tsingtau now also a cable to Nagasaki is projected, so that a junction will be created with the British cable to Europe as well as with the land-lines of the Great Northern Danish-Russia Company. From East Asia then a cable-line is to go to Dutch East Asia, and the *don* of the whole matter is to be the line *via* America to Europe, which also is to go *via* the Navigators' and Fiji Islands.

Mr. Houniker-Heaton, M.P., has indited an excellent letter to the *Times* on the subject of wireless telegraphy. He complains of the "frigid dignitaries" of the Post Office, who will neither grant Mr. Marconi a license to exploit his discoveries commercially, nor interest themselves in any other way to ascertain what really are the possibilities of this new and most important means of communication. It is of unknown value to us as a maritime nation, and yet we have before us the spectacle of the great public department at whose hands its exploitation should be facilitated in every way standing deliberately aloof, nay more, actually putting obstacles in the path of those who have made its improvement their business in life. And chief among the sufferers by this inaction are the Navy and the mercantile marine, for they are the ones at present most interested in its successful development. No doubt Mr. Marconi will very shortly get a license of some sort, and an organized and regular system will then become possible round our coasts; but until some such step as this is taken, and private enterprise receives State recognition and assistance, wireless telegraphy must remain in its present chaotic and extremely unsatisfactory condition.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENT.]

FAR EASTERN AFFAIRS.

EXPORT OF RICE AT SHANGHAI PROHIBITED.

SHANGHAI, 12th March, 7 1/2 p.m.

The Taotai, under the orders of the Viceroy, has issued a proclamation absolutely forbidding the export of rice by natives and foreigners alike.

[The following paragraph which appeared in our Wednesday's issue affords some explanation of the proclamation:—"The recent rapid rise in Shanghai of the price of rice, says a northern contemporary, has again been receiving the attention of the provincial authorities at Soochow and Nanjing, and the local mandarin has accordingly been warned that this is due to the unauthorized export from the port of the commodity. Several persons high in rank are suspected of 'rigging' the market through their agents who then export the food stuff, thus bringing huge sums into the pockets of their principals. In view of this the local mandarin has been ordered to issue proclamations prohibiting the export of rice on pain of confiscation."—Ed. D.P.]

REUTER'S SERVICE.

THE SOMALILAND EXPEDITION.

LONDON, 9th March.

Col. Manning reports that the mounted troops occupied Galkayu on the 3rd instant and the rest of the column on the 5th instant. The occupation was apparently unopposed and casualties confined to the enemy.

THE NAVY ESTIMATES.

LONDON, 9th March.

The Navy estimates gross £35,838,841, a net increase of £3,232,000 mainly for ship-building, repairs and maintenance. The programme includes the commencement of three new battleships, four first-class cruisers, three protected cruisers, four scouts, fifteen destroyers, and ten submarines. The number of officers and men is fixed at 127,100, an increase of 4,800.

THE BOER PRISONERS IN INDIA.

LONDON, 10th March.

Mr. Austen Chamberlain stated in the House of Commons that 800 Boer prisoners in India refuse to take an oath, or make a declaration of all-giance, and that Commandant Botha is sending a messenger to explain the desirability of making a declaration.

THE SOMALILAND EXPEDITION.

LONDON, 10th March.

The Mullah has fled to Galsidi 50 miles from Galkayu, only the scouts engaged the enemy retiring before the advance. The Boer Contingent did good work.

NAVAL.

LONDON, 10th March.

Lord Selbourne has decided to sever West Africa from the Cape station and to form a new squadron called the South Atlantic Squadron for south-east America.

THE PLAGUE.

During the 24 hours ended at noon yesterday five cases of plague occurred. All the cases were fatal and the victims Chinese. Two of the dead bodies were found dumped in D'Agular Street and in front of the French Convent respectively, one was discovered on board the *ss. Futsan*, one in a house in First Street and the other in a house in Kramer Street, Taikoktsui. These bring the total number of cases for the year up to 66.

ODD VOLUMES LECTURE.

Under the auspices of the Odd Volumes Society, Mr. C. Clementi gave a lecture on "Buddhism," last evening in the Chamber of Commerce, City Hall. There was a large attendance. H.E. the Governor, Sir Henry A. Blake, G.C.M.G., presided. Lady Blake and Sir William Goodman were among those present. Mr. Clementi's lecture was listened to with great attention, and at the conclusion he was awarded a vote of thanks. Our report of the lecture will appear to-morrow.

MASONIC HALL READING-ROOM.

The new reading-room and library attached to the Freemasons' Hall in Zetland Street was formally opened yesterday afternoon by Deputy District Grand Master E. C. Ray, in the absence of District Grand Master Sir C. P. Chater, G.M.G. Having explained the objects which led to the formation of the reading-room and library, details of which have amongst others already appeared in these columns, Wor. Bro. Ray said the room was granted free of rent by the Zetland Lodge, who were the owners, and it was hoped that the upkeep, which, he understood, would not exceed \$300 per annum, would be provided by voluntary subscriptions. A few books had been presented by brethren, but there was room for many more. It had been decided by the committee of management that the room would be run on strictly temperance lines, and, whilst chess, blackgammon, dominoes, cards, etc., would be provided, no gambling would be allowed. (Applause.) The room was open to all subscribing members to lodges in the Colony and to visiting members introduced by them, and would be open from 9 a.m. till 11 p.m. After recording the thanks of brethren for the generosity of the Zetland Lodge in placing the room at their disposal, and expressing a hope that the funds necessary for its proper maintenance would always be forthcoming, Wor. Bro. Ray consummated the ceremony by declaring the library and reading-room open.

A vote of thanks to Wor. Bro. Ray, on the call of Bro. J. J. Bryan, brought the proceedings to a close.

THEATRE ROYAL.

As was to be expected, the performance of *Nicobé*—"all smiles"—attracted a full house last night, and it goes without saying that the Brough Company did ample justice to the piece. Mrs. Brough in the title rôle fulfilled every expectation and thoroughly delighted the audience. No less successful in his interpretation was Mr. Brough as the manager of the Universal Insurance Company. Many will doubtless recollect the successful performance of the piece by the Brough Company on their last visit, and the comedy is so well-known to players that there is no need to describe it here at any length. It suffices to say that the performance was fully up to the high standard of excellence we have learnt to expect in any play staged by the Brough Company and the audience, it was very evident, most thoroughly enjoyed the piece.

"A VILLAGE PRIEST."

One of the most successful plays in the Brough repertoire is *A Village Priest*, which will be presented to-night at the City Hall for one performance only. Playgoers will doubtless be pleased to renew their acquaintance with Mr. Brough's powerful impersonation of the Abbé Dabois, perhaps the actor's finest effort. To-morrow night and again on Monday *Facing the Music*, a three-act farce by J. H. Darnley, will be played for the first time in this city by the Broughs, who hold the sole acting rights of the comedy for this part of the world. In *Calcutta Facing the Music* was extremely well received, it being generally voted one of the brightest pieces in the repertoire. On Tuesday next *The Importance of Being Earnest*, "a serious comedy for trivial people," by the late Oscar Wilde, will receive its first and only production this season. As mentioned in yesterday's issue, the Brough Company go North next week by the German mail steamer *Sachsen*. The exact date of departure will be fixed to-day, and Mr. Brough's final arrangements for the "last nights" will be announced in to-morrow's issue.

THE GUARDS SCANDAL.

Had Colonel Kinloch remained 12 months more in command he would have been entitled to a pension of £430 a year. As it is he will receive only a few pounds over £200, thus paying a fine of over £200 a year for the rest of his life for the frank of his subalterns. He was offered and has refused an appointment to compensate him for the monetary loss which, as he is not a rich man, he frankly regrets. He receives the sympathy of every officer in the Guards' Club. He is the most capable commanding officer the Grenadiers have had for some long time, and he is extremely popular in the regiment. The senior subaltern, Lieutenant Swaine, who loses a year's seniority, has been senior for three years, and expected his step. He has been through the war, is a gallant officer, and knew nothing of the "ragging" until it was all over, but, as in all regiments, he was supposed to be responsible for his junior's behaviour.

LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of China* arrived at Kobe at 3 p.m. on the 11th inst., and left again at midnight same day, via Nagasaki, for Shanghai, where she is due to arrive at midnight to-morrow.

The O. & O. steamer *Doric*, with mails, &c., from San Francisco to the 21st ult., via Honolulu, will leave Yokohama for this port this morning, via Island Sea, &c.

The P.M. steamer *Siberia*, with mails, &c., left San Francisco for this port, via Honolulu, &c., on the 11th inst.

The "Ben" Line steamer *Benlarig*, from Antwerp and London, left Singapore on the 10th inst. for this port.

The E. & A. steamer *Eastern*, from Sydney, &c., left Manila on the 11th inst. for this port.

The T.K.K. steamer *Zohilla Maru* left Manila yesterday afternoon, and is expected here to-morrow, at 4 p.m.

SUPREME COURT.

Thursday, 12th March.

IN BANKRUPTCY.

BEFORE HIS HONOUR SIR WILLIAM M. GOODMAN (CHIEF JUSTICE.)

AN UNFORTUNATE DEBTOR.

O. M. Mader was examined on a bankruptcy petition filed by himself. In examination by Mr. Bruce Shepherd, the Official Receiver in Bankruptcy, the petitioner stated that he was a clerk in the Ordnance Corps Department. In April, 1899, the date of the receiving order, he had eight creditors. He owed them a total sum of \$2,500. His salary was \$110 per month. He first got into debt in 1894, when he borrowed \$200 to pay the funeral expenses of his mother, who died of plague, and the cost of removal. In 1895 he stood surety for \$200 for a friend named Jacob who died at the end of that year and left him solely responsible. He next borrowed \$40 in 1896 to pay the funeral expenses of two of his children who died, and the cost of removing to Macao. On several subsequent occasions he signed promissory notes for friends and also on his own account. Asked how he got into debt with E. S. Joseph to the extent of \$700, the petitioner said a friend of his in Canton had a cargo lying there upon which he wanted to borrow money. This man asked him to find a broker. He went to Mr. Joseph and, on his friend's behalf signed an order to raise money on the cargo. Afterwards his friend repudiated his part of the bargain, and he, having signed the order, was held responsible. Mr. Joseph issued a writ against him for the amount. That was the case that brought him into Court.

His Lordship—But why did you interfere in this transaction?

Petitioner—He was my friend.

His Lordship remarked that the petitioner was not a man of money; able to make himself liable in \$700 for a friend. It was an old saying that one should not become surety for one's neighbour—unless one had got plenty of money to bear the possible loss. The bankrupt seemed to have signed a promissory note for anybody who asked him.

The Receiver—He is now beginning to learn that lesson, my Lord; he had not done it before.

Petitioner further stated that he was 31 years of age and had a family of five.

The Receiver informed His Lordship that the petitioner had proposed to pay a composition of 50 per cent, which proposal had been accepted. Since the receiving order was granted, the petitioner had paid him monthly instalments of \$40 to the amount of a little over \$1,400, so that he was now enabled to make the composition agreed to.

His Lordship said that Mader had answered all the questions put to him very straightforwardly. He was glad to see that he had paid so much in instalments. He must list this be a warning to him. If he became surety in that haphazard way to oblige people and let them keep the money he was very likely to get into trouble. His Lordship advised him to keep away from money-lenders; once in their hands he might consider himself entangled.

The examination was closed.

THE TEA DUTY AND THE BRITISH BUDGET.

The following correspondence has passed between the Chancellor of the Exchequer and Mr. Lough, M.P.:

11, Eastcheap, E.C.,
30th January, 1903.

DEAR SIR.—The somewhat exaggerated feeling (as I think) that considerable reduction of taxation will be possible in your coming Budget, and that the tea duty may be lowered to the former figure of 4d., is leading buyers of tea all over the country to reduce their stocks to an inconveniently low point and producing great stagnation of business. The extent to which this reluctance to operate has proceeded may be gathered from the fact that in the first 28 days of January, 1903, 23,820,775 lb. were removed from bond, against 16,527,556 lb. this year, showing a diminution of 6,993,220 lb. I believe that it is in accordance with precedent and in the interests of the Exchequer that, if any reduction should take place, some time should elapse after the Budget before the new duty comes into force. But, as the recent imposition of the higher duty was made suddenly and was accompanied by some changes connected with the bond & warehouse, there is a feeling of uncertainty as to whether this course will be followed by you. May I ask, therefore, whether you can see your way to state that, in the event of a reduction of the tea duty, reasonable notice will be given? I believe that if you can give such a promise, it will have a reassuring effect on business.—Believe me, Dear Sir, yours very truly,

THOS. LOUGH.

Rt. Hon. C. T. RICHMOND, M.P.
Treasury Chambers, Whitehall, S.W.,
3rd February, 1903.

DEAR SIR.—I am desired by the Chancellor of the Exchequer, in further reply to your letter of 30th ult., to say that he has no hesitation in giving the assurance which you desire, that, in the event of any reduction of the tea duty, reasonable notice would be given, so as to prevent, as far as possible, any inconvenience to the trade. It will, of course, be understood that this assurance must not be interpreted as any indication of the intentions of the Government as regards the Budget.—I am, Dear Sir, yours faithfully,

J. A. LONGLEY.

THOMAS LOUGH, Esq., M.P.
A memorial, signed on behalf of the Indian Tea Association (London), the Ceylon Association in London, the Tea Buyers' Association, and the Tea Brokers' Association, has been addressed to the Chancellor of the Exchequer on the subject of the import of tea.

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BUSINESS DIRECTORY.

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A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
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CHEONG LEE & CO., Furniture Store.
Established over 20 years. Importers and
Exporters, Teakwood Furniture, Black-
wood, Jewellery, &c., highest grade,
best and cheapest. 8, Queen's Road
Central.

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MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers, 40
Watson's Building, Queen's Road. Also
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Road Central.

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F. BLACKHEAD & CO.,
Navy Contractors, Sailmakers, Provision
and Coal Merchants, Sole Agents for
Hartmann's Baiting's Genuine Com-
position Red Hand Brand.

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Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Provisioners,
Coal Merchants, Hardware, Engineer
Tools, Brass and Iron Merchants,
144, Des Vaux Road.

MORE & BEHMUND,
25 and 26, Connaught Road, Praya Central.
Shipchandlers; Sailmakers, Riggers,
Commission Agents and General
Storekeepers; Sole Agents for
Shipowners Composition ("Grip-
board Brand") and Blundell's
Spence & Co.'s Composition.

WATCHMAKERS

DROZ & CO.,
14, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts at moderate rates.

AN OPPORTUNITY FOR AMERICAN
AND EUROPEAN ENTERPRISE
IN
PROGRESSIVE HONGKONG.

THE QUEEN'S HOTEL,
situated at Kowloon, within a few minutes' walk
of the principal landing stages of the
SECOND SEAPORT IN THE WORLD,
and on the Trunk Road of the Proposed
HONGKONG-CANTON RAILWAY,
is FOR LEASE on
VERY EASY TERMS.

owing to Proprietor having to leave the Colony.
The Elite Establishment, patronised by the
residents of Hongkong and Kowloon, and by
the Shipping Community calling at this Far
Eastern entrepot of trade.

An exceptionally large and showy building,
capable of extension, with large place of vacant
land adjoining.
Bounded by main roads leading to the Docks
and Warehouses.

The Establishment has been conducted as a
First-Class Hotel and is a profitable investment.
Is capable of still larger returns if management
is taken over by person devoting exclusive
attention to the business.

Inspection of Books allowed to any one
making bona fide Offers for Lease, &c.
For Full Particulars, apply to—

H. RUTONJEE,
D'Aguilar Street, Hongkong.
Hongkong, 26th February, 1903. [651]

BROWN, JONES & CO.,
MONUMENTAL AND ORNAMENTAL
MASONRY.

Have on View and for Sale at their
Marble Yard,

ITALIAN MARBLE

Statuary Figures, Angels alongside Crosses
Obelisks, Columns, Rustic and Plain Crosses
and Headstones; also

AMERICAN MARBLE

Crosses, Columns and Headstones; and

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Marble and Hongkong Grey and
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Special attention paid to

LETTERING IN ANY STYLE OR

LANGUAGE

in imperishable lead, lead cement, gold, or black

All work and material guaranteed to be the

best and most durable.

Prices to suit the times.

Designs on application.

Orders from outports carefully and promptly

executed.

Office—No. 17A, Queen's Road Central, 1st

Floor. Marble Yard—No. 18, Morrison Hill

Road, Hongkong.

Hongkong, 9th January, 1903. [3462]

CARMICHAEL & CLARKE,

CONSULTING ENGINEERS,

SURVEYORS AND CONTRACTORS,

QUEEN'S BUILDINGS.

TELEGRAMS—"CARMICHAEL," HONGKONG.

A B O Code, 4th Edition

A 1 Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 15th February, 1903.

ENTERTAINMENT

THEATRE ROYAL,
CITY HALL, HONGKONG.

Under the direction of Mr. ROBERT BROUGH,
Representative... Mr. ALLAN HAMILTON.

NOTICE

The Season will positively terminate next
week, all arrangements having been completed
for the Company's departure to Shanghai per
German mail steamer "Sachsen." The final
programmes will be announced to-morrow.

TO-NIGHT (FRIDAY),
13TH MARCH.

THE BROUGH COMEDY CO.

"A VILLAGE PRIEST."

TO-NIGHT (FRIDAY), 13th MARCH,

"A VILLAGE PRIEST."

(By arrangement with the author.)

A drama in Five Acts, by Sydney Grundy.

SATURDAY and MONDAY NEXT,

14th and 15th MARCH,

"FACING THE MUSIC."

(By arrangement with Frank Thornton, Esq.)

An original farce in Three Acts, by J. H.

Darley, author of "The Solicitor."

TUESDAY NEXT, 17th MARCH,

"THE IMPORTANCE OF BEING

EARNEST."

(By arrangement with George Alexander, Esq.)

A "serious comedy for trivial people," in

Four Acts by the late Oscar Wilde.

BOX PLANS AT ROBINSON'S.

Dress Circle and Orchestra Stalls, \$4.00.

Stalls, \$2.00. Back Seats, \$1.00.

Doors open 8.30. Curtain 9. Chairs, etc.,

at 11.30. Late Train to the Peak as usual.

Hongkong, 13th March, 1903. [780]

HONGKONG STEAM WATER-BEAT

COMPANY, LIMITED.

DURING my temporary absence from the

Colony, Mr. C. T. KEW will act as

MANAGER of the above Company.

J. W. KEW,

Manager.

Hongkong, 10th March, 1903. [806]

NOTICE.

MR. EDWARD SHELLIM has been

appointed a MANAGER of our Firm

in Hongkong from this date.

DAVID BASSON & CO., LD.

Hongkong, 9th March, 1903. [773]

HONGKONG STEAM WATER-BEAT

COMPANY, LIMITED.

DURING my temporary absence from the

Colony, Mr. C. T. KEW will act as

MANAGER of the above Company.

J. W. KEW,

Manager.

Hongkong, 10th March, 1903. [806]

NOTICE.

IT is hereby notified that the present

Manager, Mr. N. M. J. MAHONEY, of

the Firm of MR. SOONDERJI ARJUN, has

retired, owing to his term of service being

nearly finished, the charge has been taken up

by Mr. UMIASHANKER LUXMIDAS who

will hereafter act as Manager.

SOONDERJI ARJUN,

By his Attorney

UMIASHANKER LUXMIDAS.

Hongkong, 6th March, 1903. [760]

GOVERNMENT NOTIFICATION.

APPLICATIONS are invited for the post

of CHINESE TRANSLATOR in the

Registrar-General's Department.

Salary.....\$1,500 a year rising by biennial

increments of \$120 to \$2,400.

Qualifications.—Correct knowledge of English;

ability to translate Chinese

editorials into English, and

to translate laws, regulations

and speeches into Chinese,

and vice versa.

Candidates must submit themselves to

examination by the Interpretation Board.

Applications should be sent to the REGISTRAR-

GENERAL on or before the 27th instant.

By Command,

F. H. MAY,

Colonial Secretary.

Colonial Secretary's Office,

Hongkong, 9th March, 1903. [804]

IN THE SUPREME COURT OF

HONGKONG.

PROBATE JURISDICTION.

IN THE GOODS OF EDWARD CAREY

SMITH, late of 23, Caversham Road,

Kentish Town, in the County

Middlesex in England, deceased.

NOTICE IS HEREBY GIVEN that the

Court has by virtue of Section 58 of

Ordinance No. 3 of 1897 made an order limit-

ing the time for Creditors and others to send

in their claims against the above estate to the

18th March, 1903.

All Creditors are accordingly hereby required

to send in their claims to the undersigned on or

before the said date.

Dated the 7th day of March, 1903.

DEACON & BASINGS,

10, Queen's Road Central,

Hongkong.

Solicitors for James Henry Cox

the Administrator with the will

annexed of the above estate.

770]

THE HONGKONG DAIRY

BEG to notify their Customers and the

Public that from the 15th instant they

will Open as their TOWN DEPOT for the

Sale of FRESH MILK, CREAM, BUTTER

&c., the Premises known as 47, DES VEAUX

ROAD. Deliveries twice daily to any part

of the Colony.

G. W. GEGG,

Manager.

Hongkong, 9th March, 1903. [776]

HONGKONG ST. ANDREW'S SOCIETY.

IT is requested that all OUTSTANDING

BILLS against the Society may be

forwarded to the undersigned not later than

MONDAY, 16th MARCH.

DAVID WOOD,

Hon. Secretary.

Hongkong, 6th March, 1903. [744]

DAVID CORSAIR & SON

MERCHANT NAVY

NAVY BOILED

LONG FLAX

BELLANCE CROWN

TARPULING

ARNHOLD, KARBURG & CO.,

Sole Agents.

[553]

SCIENTIFIC MISCELLANY.

TIMING THE AUTOMOBILE—WATER-POWER IN
MANUFACTURING COUNTRIES—A FOOD
PROBLEM—WOLFE UNDER PRESSURE—AN
AFRICAN DANGER—AN EXPLODED THEORY
—THE HERALD—FURN CE—WATER-
PROOFING FUEL—A MOSQUITO-REPELLING
SHRUB.

The "auto-chronograph" is a simple device
that is claimed by M. Maurice Espagnant to
solve the problem of measuring the speed of
automobiles with great accuracy. It consists
of a time recorder with tape moved by clock-
work, a stylus that is made to mark on the tape
by one electro-magnet and is pulled away by the
second, and two contact-lamps in an electric
circuit with the magnets. In use the contact-
bands are placed across the track at a distance
apart of a kilometre or a mile. When the
vehicle presses one band the first magnet forces
the stylus against the tape, causing a continuous
line to be made on the moving ribbon until the
stylus is withdrawn as the passage of the second
band energises the second magnet. The length
of the line drawn shows the time to the fifth
of a second or less.

An estimate of the water-power used for
generating electricity has been made by a German
engineer. Germany and Austria thus utilise
180,000 horse-power; Switzerland, about 100,000;
Sweden, 200,000; and the United States, 400,000.
The total available power in Sweden is placed
at 2,000,000 horse-power; that of France, at
10,000,000; that of Germany, Austria, Switzer-
land and Italy together at 10,000,000; while in
the United States Niagara alone could furnish
10,000,000.

Poisoning by salted raw fish is so frequent
and little understood that prizes of \$3,500,
\$1,050 and \$700 have been offered in Russia,
for papers indicating the signs, character and
action of the poison, with methods of preventing
its formation, and antidotes.

In 10 analyses of the air on Mont Blanc's
summit, not a single microbe was found,
although they were plentiful in the observatory.
The number showed a steady increase in
descending the mountain.

The physiological effects of working in
compressed air have been studied during the
placing of foundations for a lock in the Danube
at Vienna. The work required nearly three
years, and in this time 675 men were employed
for an average of 553 hours under pressures of
one to five atmospheres above the normal. Each
working shift of four hours was followed by
eight hours of duty. Included in the working
time were the rests in the air-locks to become
gradually accustomed to the pressure changes,
from 5 to 35 minutes being necessary on enter-
ing and a longer period up to 20 minutes for
each atmosphere on leaving. The results have
led to the conclusion that carefully-selected men
may work under pressures up to 75 pounds
to the square inch without serious risk. Yet of
these men nearly one-half were obliged to go to
the hospital, 2 dying and 5 being permanently
injured, and it was found that sufferers from
nasal catarrh, ear troubles or bad digestion were
especially unfit for employment.

The mysterious "sleeping sickness" of West
Africa, which has been the subject of late
scientific investigation, proves to be a form of
meningitis, differing from cerebro-spinal menin-
gitis in its chronic and almost invariably fatal
character. It is classed with hydrophobia as
one of the most deadly diseases known. It is
communicated from person to person in some
unknown way, beginning with slight listlessness,
which passes into coma and then into death, its
duration being from one to six months. Thus
far it has been known only among negroes. It
has depopulated large districts, however, and its
spread is feared through the opening of African
trade.

"Weather-shooting" has assumed such impor-
tance in southern Europe that not less than
three international congresses to consider it
have been held. The latest report shows that
experts are mostly convinced that gun-firing is
useless for influencing rain or hail, although
experiments are urged until the possible effects
are fully understood.

The electric-light bulb at the end of a long
wire has been found by Dr. Forrest Willard to
be better than the water-bag for applying heat
to head, chest or abdomen.

The electric resistance furnace made by
Heraeus, of Hanau, Germany, depends upon
the incandescence of a spiral of fine platinum
wire. In an improved and cheapened form of
the furnace, the wire has a thickness of only
5/16 of an inch, and the glass tube around
which the spiral is wound can be heated to
1,700 deg. C., this being as great a temperature
as any tubes now produced can stand. Such

Heroic

measures only can check
the advance of

Cholera

Don't trifle with unknown
remedies, nothing yet tried
equals

Painkiller

FERRY DAVIS.

furnace are found useful for determining melt-
ing points, organic chemical analysis, and other
purposes. In organic analysis the spiral of wire
encircling the glass combustion tube is cut up
into several sections, each with its own current
connections, so that successive portions of the
tube can be heated as desired. Heat-loss is
lessened, with corresponding increase in the
chemist's comfort.

Briquettes made with such cements as
dextrin molasses, hydrated cellulose, or resinate
of ammonia have the fault of dissolving in
water. A plan of making them waterproof has
been devised by Richard Dack, a Saxon
engineer, who simply heats the finished
briquettes until carbonised, when they become
quite insoluble. If the cement is liable to
ignite, the heating must take place in an
air-tight case or by means of hot gases.

Leaves of a plant alleged to drive away
mosquitoes have reached English botanists from
Africa. The presence of a single plant is stated
to clear a room of the pest, and an infusion of
the leaves has been found an effective substitute
for quinine in the treatment of mosquito-
conveyed malarial fever. The plant proves to
be a kind of basil, *Ocimum viride*, Willd.

Plaster of Paris is given the hardness and
durability of stone, according to a German
writer, by a solution of boric acid in hot water
with the addition of sufficient ammonia water
to redissolve the borate at first separated. The
liquid is used with the plaster for casting in
the usual way, or is applied as a wash to articles
already cast.

CARTRIDGES.

IMPORTED EVERY MONTH, THERE-
FORE ALWAYS FRESH.

EULEY, SCHULTZ'S, AMBERITE
EULEY, KYNOK'S SPORTING
CARTRIDGES 8, 10, 12, 16, and 20 BORE.
and NEWCASTLE CHILLED SHOT in
all Sizes, Nos. 10 to 88SG. AIR GUNS and
AMMUNITION in Variety.

WM. SCHMIDT & CO.

Hongkong, 28th November, 1902. [1125]

SHIPPING.

ARRIVALS.

Mar. 11, PINOSUEY, British steamer, 4,149 E. Warrall, Singapore 6th March, General. BUTTERFIELD & SWIRE.
 Mar. 12, HONGKONG, British steamer, 1,356, Spencer Wilder, Shanghai and Swatow 10th March, General. JARDINE, MATHESON & CO.
 Mar. 12, KOWLOON, German steamer, from Canton. Mar. 12, KWANGTAN, Chinese steamer, from Canton. Mar. 12, LERROSE, British steamer, 2,362, F. Wain, Mei 7th March, Coal. DODWELL & CO. LIMITED.
 Mar. 12, NANSHAN, U.S. transport, 1,432, W. D. Poulton, Manila 9th May, Coal and stores.
 Mar. 12, SYDNEY, French steamer, 4,232, Blanc, Marseilles 8th February and Saigon 9th March, Mails and General. JARDINE, MATHESON & CO.
 Mar. 12, TELAMACHUS, British steamer, 1,341, James Williamson, Saigon 8th March, Rice and Flour. CHINESE.
 Mar. 12, TATTOO, German steamer, 1,033, Harry Clausen, Chinkiang 8th March, Rice and General. SIMONSEN & CO.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 12th March.
 Foochow, German steamer, for Shanghai.
 Hangchow, British steamer, for Canton.
 Hitachi Maru, Japanese steamer, for Kobe.
 Hongkong, French steamer, for Hongkong.
 Ichio, Italian steamer, for Singapore.
 Konigsberg, German steamer, for Yokohama.
 Korea, Russian steamer, for Singapore.
 Kowloon, German steamer, for Canton.
 Kowloon, Chinese steamer, for Canton.
 Mackay, German steamer, for Swatow.
 Petchaburi, German steamer, for Swatow.
 Piquette, British steamer, for Shanghai.
 Pronto, Norwegian steamer, for Chiofo.

DEPARTURES.

12th March.
 ARGONAUT, British steamer, for practice.
 Broom, Norwegian steamer, for Canton.
 Foochow, German steamer, for Shanghai.
 Hangchow, British steamer, for Canton.
 Hongkong, French steamer, for Hongkong.
 Hitachi Maru, Japanese steamer, for Kobe.
 Ichio, Italian steamer, for Singapore.
 Korea, Russian steamer, for Hongkong.
 Kowloon, Chinese steamer, for Canton.
 Petchaburi, German steamer, for Swatow.
 Pronto, Norwegian steamer, for Chiofo.
 SYDNEY, French steamer, for Shanghai.

VESSELS IN DOCK.

12th March.
 ABERDEEN DOCK.—
 Kowloon Dock.—K. Kuan, Compagnie de Filipinas, Sherman, Isla de Cuba, Paul Doumer, Ayra, Chingta, Zefiro, H.M.C. Lyville, Cosmopolitan Dock.—Victoria.

SHIPPING REPORTS.

The British steamer Piquette, from Singapore 8th inst., had moderate to light N.E. to E. winds; thence variable and fine weather.
 The British steamer Telamachus, from Saigon 8th inst., had light E. to S.E. winds all the voyage with fine and clear weather. March 9th, passed Sabine Reefs, off Varella, attended by vr. ch.

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
 "LOONGSANG."
 Captain Weigall, will be despatched as above TO-DAY, the 13th inst., at 4 P.M.
 This steamer has superior accommodation for First-class Passengers, and is fitted throughout with Electric Light.
 For Freight or Passage, apply to
 JARDINE, MATHESON & CO.,
 General Managers.
 Hongkong, 10th March, 1903. [72]

FOR SHANGHAI, CHEWULPO, DALNY AND PORT ARTHUR.

THE Steamship

"SULLBERG."
 Captain Meyer, will be despatched for the above ports on SUNDAY, the 15th March, at DAYLIGHT.
 For Freight or Passage, apply to
 HAMBURG-AMERIKA LINIE,
 Hongkong Office.
 Hongkong, 27th February, 1903. [560]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATON APCAR."
 Captain E. Frey, will be despatched for the above ports on TUESDAY, the 17th inst., at 3 P.M.
 For Freight or Passage, apply to
 DAVID SASSOON & CO., LD.,
 Agents.
 Hongkong, 11th March 1903. [184]

THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.

FOR ODESSA.

THE Russian Steamer
 "MALAYA."
 Captain Neumann, will be ready to load on or about WEDNESDAY, the 18th inst.
 For Freight or Passage, apply to
 MELCHERS & CO.,
 Agents.
 Hongkong, 11th March, 1903. [105]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
 FIUME AND TRIESTE DIRECT.
 Calling at SINGAPORE, PENANG, RANGOON, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.
 (Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS).
 THE Company's Steamship

"NIPPON."
 Captain Kleinschmidt, will be despatched as above on SATURDAY, the 21st March.
 For information as to Passage and Freight, apply to
 SANDEB, WIELER & CO.,
 Agents.
 Hongkong, 26th February, 1903. [3]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 "Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.
 (SUBJECT TO ALTERATION).

STEAMSHIP	TONS	WEDNESDAY, 18th Mar.
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 18th Mar.
R.M.S. "EMPEROR OF CHINA"	6,000 Tons	WEDNESDAY, 1st April
R.M.S. "EMPEROR OF INDIA"	6,000 Tons	WEDNESDAY, 22nd April
R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 6th May
R.M.S. "EMPEROR OF JAPAN"	6,000 Tons	WEDNESDAY, 13th May
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 27th May
R.M.S. "EMPEROR OF CHINA"	6,000 Tons	WEDNESDAY, 3rd June
R.M.S. "EMPEROR OF INDIA"	6,000 Tons	WEDNESDAY, 24th June
R.M.S. "EMPEROR OF JAPAN"	6,000 Tons	WEDNESDAY, 15th July

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS of this Line pass through the Inland Sea of Japan, and usually make the voyage YOKOHAMA to VA (COVE) in 12 DAYS "TARTAR" and "ATHENIAN" (14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
 D. E. BROWN, General Agent,
 P.O. Box 100.

NORTHERN PACIFIC STEAMSHIP CO. BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG,

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA,

FOR VICTORIA, B.C., AND TACOMA,

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Captain	Tons	Sailing Date
VICTORIA	Panton	3,502	March 17th
TREMONT	Garlick	9,606	March 3rd
OLYMPIA	Trachridge	2,837	April 8th

Steamers marked * have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR AND EASTERN CITIES of the UNITED STATES and to EUROPE.
 Special rates allowed to members of Government Services.
 Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United States and Canada.
 For further information as to Freight or Passage, apply to
 DODWELL & COMPANY, LIMITED,
 GENERAL AGENTS.

HONGKONG-MANILA.
 Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon staterooms, Electric Light, Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2,540	R. W. Almond	Manila Direct	On 14th Mar., at 10 A.M.
ZAFIRO	2,540	R. Redger	Manila Direct	On 20th Mar., at Noon
PERLA	1,980	J. McGinlay		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,

GENERAL MANAGERS.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2,540	R. W. Almond	Manila Direct	On 14th Mar., at 10 A.M.
ZAFIRO	2,540	R. Redger	Manila Direct	On 20th Mar., at Noon
PERLA	1,980	J. McGinlay		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,

GENERAL MANAGERS.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON, &c.	VALETTA	Noon, 14th	See Special
	W. B. Palmer, R.N.E.	March	Advertisement
SHANGHAI	CHUSAN	About 14th	Freight or
	C. L. Daniel	March	Passage.
LONDON and ANTWERP, via SINGAPORE, PENANG, C. L. O. PORT SAID and MARSEILLES	FORMOSA	Noon, 18th	Freight only.
	B. H. W. Snow	March	
SINGAPORE, COLOMBO and BOMBAY	NANKIN	About 24th	Freight only.
	G. M. Montford	March	
YOKOHAMA, via SHANGHAI, HAI and KOBE	SOCOTRA	About 24th	Freight only.
(Passing through the Inland Sea)	C. J. Benton, R.N.E.	March	

PASSENGER SEASON 1903.
 For MARSEILLES, FLY SOUTH and LONDON DIRECT.....MALTA.....29th March
 WITHOUT TRANSITMENT
 For further Particulars, apply to
 E. A. HEWETT,
 Superintendent.

Hongkong, 11th March, 1903. [1]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA in connection with INDO-CHINA STEAM NAVIGATION CO.'S fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.
 For Freight and further particulars, apply to
 DODWELL & CO., LIMITED,
 General Agents for China and Japan.
 Hongkong, 4th August, 1902. [6]

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS, nor the owners will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:
 Ross, British barque, Thomas Pow.—Simonsen & Co.
 HONGKONG-MACAO LINE.
 S.S. "WING CHAI"
 Captain T. Austin, R.N.E.
 DAILY Departures from Hongkong to Macao at 8 A.M., from Macao to Hongkong at 2 P.M., Sunday included.
 1st Class fare (including cabin and servant), \$3; return ticket, \$5.
 2nd Class, \$1.50; return ticket, \$2.50.
 3rd Class, \$1.
 Steerage, \$0.50.
 Superior cabin accommodation.
 Wharf in Hongkong, opposite Central Market, at Macao, C. M. S. N. Company's Wharf.
 The steamer will NOT RUN from 2nd to 6th MARCH, both days inclusive.
 For Freight, &c., apply to
 SAM WING & CO., LD.,
 81, Queen Road Central.
 Hongkong, 25th February, 1903. [89]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG TO INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR PORTLAND, OREGON OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
"INDRASAMHA"	5,197	R. P. Craven	March 26, 1903
"INDRAVELI"	4,890	W. E. Craven	April 10, 1903
"INDRAPURA"	4,890	A. E. Hollingsworth	May 14, 1903

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 10th March, 1903.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
ANDALUSIA	(HAVRE and HAMBURG) (Calling at Singapore and Colombo)	On 17th Mar. Freight.
Capt. von Doehren	(HAVRE and HAMBURG) (Calling at Singapore and Colombo)	On 25th Mar. Freight.
BARBERG	(HAVRE and HAMBURG) (Calling at Singapore and Penang)	On 7th April. Freight & Passengers.
KONIGSBERG	(HAVRE and HAMBURG) (Calling at Singapore and Colombo)	On 21st April. Freight.
Capt. Mayer	(HAVRE and HAMBURG) (Calling at Singapore and Penang)	On 5th May. Freight.
SAMBIA	(HAVRE and HAMBURG) (Calling at Singapore and Colombo)	On 19th May. Freight.
Capt. Schmidt	(HAVRE and HAMBURG) (Calling at Singapore and Penang)	
SERBIA	(HAVRE and HAMBURG) (Calling at Singapore and Colombo)	
Capt. Bremer	(HAVRE and HAMBURG) (Calling at Singapore and Penang)	
SAXONIA	(HAVRE and HAMBURG) (Calling at Singapore and Colombo)	
Capt. Jager	(HAVRE and HAMBURG) (Calling at Singapore and Penang)	

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE,

QUEEN'S BUILDINGS, No. 1.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE
 STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PORTS IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
HAMBURG	WEDNESDAY 18th March
PRINZ HEINRICH	WEDNESDAY 1st April
SACHSEN	WEDNESDAY 15th April
KIAUTSCHOU	WEDNESDAY 29th April
BAYERN	WEDNESDAY 13th May
ZIETEN	WEDNESDAY 27th May
STUTTGART	THURSDAY 11th June
ROON	THURSDAY 25th June
PREUSSEN	THURSDAY 9th July
HAMBURG	THURSDAY 23rd July
PRINZ HEINRICH	THURSDAY 6th August

* Steamers of the Hamburg-Amerika Linie. † Calling at Amsterdam

ON WEDNESDAY, the 18th day of March, 1903, at Noon, the Steamship "HAMBURG," of the HAMBURG-AMERIKA LINIE, Captain E. Burmeister, with MAELS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
 Shipping Orders will be granted till Noon on MONDAY, the 16th March. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 17th March, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 17th March.
 Contents of Packages are required. No Parcel Receipts will be signed for less than 3 50 and Parcels should not exceed Two Feet Cubic in Measurement.
 The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.
 Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 9th March, 1903.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
INDUMI MARU	KOBE	TUESDAY, 17th Mar. at Noon.
M. Yagi		at Noon.
HIROHIMA MARU	MOJI, KOBE and YOKOHAMA	FRIDAY, 20th Mar. at Noon.
J. Nago		at Noon.
AWA MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 21st Mar. at DAYLIGHT.
N. Trent		at DAYLIGHT.
BOMBAY MARU	BOMBAY, via SINGAPORE and COLOMBO	TUESDAY, 24th Mar. at Noon.
T. Muri		at Noon.
SHINAKO MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 24th Mar. at 4 P.M.
W. Thompson		at 4 P.M.
YAWATA MARU	NAGASAKI, KOBE and YOKOHAMA	WEDNESDAY, 25th Mar. at Noon.
A. E. Moses		at Noon.
WAKASA MARU	KOBE and YOKOHAMA	FRIDAY, 27th Mar. at DAYLIGHT.
J. C. MacMillan		at DAYLIGHT.
KUMANO MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 27th Mar. at 4 P.M.
E. W. Haswell		at 4 P.M.
TOSA MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 7th Apr. at 4 P.M.
H. Christensen		at 4 P.M.
KAMAKURA MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 4th Apr. at DAYLIGHT.
H. Petersen		at DAYLIGHT.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through Passengers have the option of travelling by the Sanyo Railway.
 For further information as to Freight, Passage, Ballings, &c., apply at the Company's Local Branch Office in Prince's Building First Floor, Chester Road.
 A. S. MIHARA, Manager.

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.

S.S. "CHU KONG" (Captain Mason).
 DEPARTURES from Hongkong to Macao daily at 8 A.M. (Sunday included).
 Departures from Macao to Hongkong daily at 2 P.M. (Sunday included).
 This steamer is the fastest and has superior Cabin accommodation.

FARES:	
1st Class	\$2.00
2nd	1.00
3rd	0.50

Further Particulars may be obtained at the Office of the

WING ON STEAMSHIP CO.,

No. 42, Bonham Strand West.

Hongkong, 11th March, 1903. [646]

CHINA NAVIGATION CO., LIMITED.

HONGKONG-MANILA.

REDUCED SALOON PASSAGE MONEY.

SINGLE, \$20; RETURN, \$35.

STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DOLY QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE

AGENTS.

Hongkong, 9th January, 1903. [380]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

VALETTA.

Captain W. B. Palmer, R.N.E., carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 14th March, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's bills of Lading.

For further particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 3rd March, 1903. [1]

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.		
FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"PINGSUEY"	On 12th March.
GLASGOW and LIVERPOOL	"CANEA"	On 21st March.
GLASGOW and LIVERPOOL	"KINLUCK"	On 25th March.
GLASGOW and LIVERPOOL	"JASON"	On 3rd April.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 8th April.

HOMWARDS.		
FOR	STEAMERS	TO SAIL
LONDON	"MACHAON"	On 17th March.
LONDON VIA GENOA	"KINLUCK"	On 21st March.
LONDON	"PINGSUEY"	On 25th April.
LONDON	"JASON"	On 28th April.
LONDON	"AGAMEMNON"	On 12th May.

LIVERPOOL BERTH.		
FOR	STEAMERS	TO SAIL
LIVERPOOL	"NESTOR"	On 21st March.
LIVERPOOL VIA GENOA	"DEUCALION"	On 23rd April.

CONTINENTAL BERTH.		
FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON and ANTWERP	"GLAUCUS"	On 14th April.

TRANS-PACIFIC SERVICE.		
FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA.	"CANFA"	On 23rd March.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 12th March, 1903.

CHINA NAVIGATION CO. LIMITED.

FROM	STEAMERS	TO SAIL
FOOCHOW	"KWANGSE"	On 13th March.
SHANGHAI	"WHAMPOA"	On 14th March.
NINGPO and SHANGHAI	"KIUKIANG"	On 18th March.
KOBE	"CHINGTU"	On 18th March.
SHANGHAI	"HANGCHOW"	On 19th March.
TIENSIN	"NANCHANG"	On 21st March.
MANILA	"SUNGKIANG"	On 25th March.
MANILA	"CHINGTU"	On 6th April.

PORT DARWIN, THURSDAY, ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BEISBANE, SYDNEY & MELBOURNE.
The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 13th March, 1903.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMU, VIA SWATOW AND AMOY	"DAIJIN MARU"	SUNDAY, 15th March.
TAMU, VIA SWATOW AND AMOY	"DAIJI MARU"	SUNDAY, 22nd March.
ANPING, VIA SWATOW AND AMOY	"MAIDZURU MARU"	WEDNESDAY, 18th March.
FOOCHOW, VIA SWATOW AND AMOY	"ANPING MARU"	WEDNESDAY, 25th March.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a daily qualified doctor is carried.
All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.
Steamers will go alongside the Co.'s Pontoon at the Customs' water front premises at Tamu to land all passengers and cargo.
By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.
For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Voeux Road Central.
Hongkong, 10th March, 1903.

T. ARIMA, Manager

TOYO KISEN KAISHA MANILA LINE.

Regular Service
BETWEEN HONGKONG AND
MANILA IN 48 HOURS.

Steamship	Captain	Tons	Sailing Date.
ROSETTA MARU	N. Tate	3876	Saturday, 14th March, at Noon.
ROHILLA MARU	E. P. Bishop	3869	Wednesday, 18th March, at Noon.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
K. NAKASHIMA, Manager.
Hongkong, 9th March, 1903.

HIGH-CLASS CHRISTMAS	
CAKES, decorated	from \$1.00
Plain Christmas Cakes	0.60
German Sand Cakes	from \$1 to \$5.00
Assorted Pastry Cakes	per dozen 1.50
Scotch Bannocks	from 1.50
Yeast Stollen	2.00
Mince Pies	per dozen 2.40
Chicken and Ham Pies	from 3.00
Chicken and Ham Patties	2.40
Game Pies	from 5.00
Christmas Puddings, &c., to Order.	

Please apply to **WEISMAN & CO., 142, Praya East, ANGLO-AMERICAN STORES, 64, Elgin Road, or ROYAL BRATED WATER DEPOT, Ice House Street.**
Hongkong, 13th December, 1902.

INSURANCES

PHENIX FIRE OFFICE
The Underigned are now prepared to GRANT POLICIES, of INSURANCE against FIRE at Current Rates.
DOUGLAS LARRAIK & CO.,
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1897.

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.
INCORPORATED 1851.
Cash Security ... 2625,719
Total Losses Paid ... 26,799,240

THE Underigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO.,
Hongkong, 22nd July, 1902.

SUN INSURANCE OFFICE, LONDON
FOUNDED 1710.
The Underigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 16th May, 1892.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG
The Underigned AGENTS of the above Company are prepared to ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO.,
Hongkong, 29th May 1895.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.
The Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 16th November, 1892.

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HOTZ, JACOB & CO.
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PAID-UP CAPITAL	887,500	0 0
II. FREE FUNDS	2,695,548	5 2

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